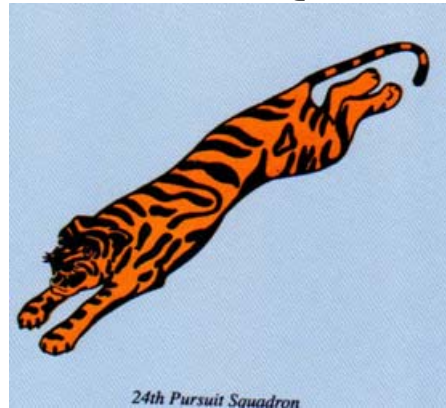


## 24<sup>th</sup> FIGHTER SQUADRON



### LINEAGE

19<sup>th</sup> Aero Squadron organized, Jun 1917

Redesignated 24<sup>th</sup> Aero Squadron, 14 Jun 1917

Demobilized, 1 Oct 1919

24<sup>th</sup> Squadron authorized, 30 Aug 1921

Organized, 1 Oct 1921

Redesignated 24<sup>th</sup> Pursuit Squadron, 25 Jan 1923

24<sup>th</sup> Aero Squadron reconstituted and consolidated with 24<sup>th</sup> Pursuit Squadron, 1924

Redesignated 24<sup>th</sup> Pursuit Squadron (Interceptor), 6 Dec 1939

Redesignated 24<sup>th</sup> Fighter Squadron, 15 May 1942

Inactivated, 15 Oct 1946

### STATIONS

San Antonio, TX, Jun-28 Dec 1917

Wye, England, 31 Jan 1918 (flights at Sedgeford and Wyton; flight at London Colney to 7 Mar 1918 and thereafter at Croyden)

Norborough, England, 1 May-11 Jul 1918

St Maixent, France, 22 Jul 1918

Ourches, France, 6 Aug 1918;

Gondreville-sur-Moselle, France, 22 Aug 1918

Vavincourt, France, 22 Sep 1918 (detachment operated from Souilly, 9-18 Oct 1918, 27 Oct-6 Nov 1918)

Weissenthurm, Germany, 7 May-14 Jul 1919

Mitchel Field, NY, 2 Aug 1919

Park Field, Tenn, Aug-1 Oct 1919

Mitchel Field, NY, 1 Oct 1921-22 Apr 1922

France Field, CZ, 30 Apr 1922

Albrook Field, CZ, 26 Oct 1932

La Joya, Panama, 15 Mar 1942

Albrook Field, CZ, Sep 1942

La Joya, Panama, 10Jan 1943  
Albrook, Field, CZ, 28 May 1943  
Howard Field, CZ, 9 Jun 1943  
Madden Field, Panama, 8 Mar 1944  
France Field, CZ, 15 Aug 1944-15 Oct 1946

### **ASSIGNMENTS**

Unkn, Jun 1917-Sep 1918  
First Army Observation Group, Sep 1918-Apr 1919  
Unkn, Apr-1 Oct 1919  
Second Corps Area, 1 Oct 1921  
Panama Canal Department, 30 Apr 1922  
6<sup>th</sup> Observation (later Composite) Group, assigned on 27 May 1922, and attached on 8 May 1929  
20<sup>th</sup> Pursuit Group (attached to 6<sup>th</sup> Composite Group), 15 Nov 1930  
3<sup>rd</sup> Attack Wing (attached to 6<sup>th</sup> Composite Group), 16 Jun 1932  
16<sup>th</sup> Pursuit (later Fighter) Group, 1 Dec 1932  
XXVI Fighter Command, 1 Nov 1943  
6<sup>th</sup> Fighter Wing, 25 Aug-15 Oct 1946

### **WEAPON SYSTEMS**

Salmson 2, 1918-1919  
DH-4, 1918-1919,  
Spad XIII, 1919  
Fokker D-VII 1921-1922  
DH-4, SE-5  
MB-3  
PW-9, 1922-1930  
P-12, 1930-1939  
P-26, 1938-1939  
P-36, 1936-1942  
P-39, 1942-1943, 1944-1945  
P-70, 1942-1943  
P-40, 1943-1944  
P-38, 1945-1946  
P-47, 1946

### **ASSIGNED AIRCRAFT SERIAL NUMBERS**

### **ASSIGNED AIRCRAFT TAIL/BASE CODES**

### **UNIT COLORS**

### **COMMANDERS**

Capt. Harry M. Smith 1 Oct 21-5 Nov 21  
Capt. Truman W. Allen 5 Nov 21-17 Dec 21  
Capt. Arthur E. Simonin 17 Dec 21-25 Mar 22

Capt. William E. Farthing 25 Mar 22-13 Apr 25  
1st Lt. Walter H. Reid 13 Apr 25-7 May 25  
Capt. Thomas S. Voss 7 May 25-4 Jul 26  
1st Lt. James T. Curry, Jr. 4 Jul 26-6 Nov 26  
1st Lt. Roderick N. Ott 10 Nov 26-14 Dec 26  
Capt. Oliver W. Broberg 14 Dec 26-9 Aug 27  
Capt. Arthur E. Simonin 9 Aug 27-13 Sep 28  
Maj. Paul T. Bock 13 Sep 28-1 Aug 29  
Capt. Albert M. Guidera 1 Aug 29-19 Aug 31  
Capt. Alvan C. Kincaid 19 Aug 31-1 Sep 32  
1st Lt. Charles E. Cabell 1 Sep 32-1 Jun 33  
Maj. Allison M. Dixon 1 Jun 33-30 Apr 35  
Maj. Donald P. Muse 30 Apr 35-26 Sep 35  
Maj. Guy B. Henderson 26 Sep 35-29 Oct 36  
1st Lt. Leo W. DeRosier 29 Oct 36-21 Jul 37  
1st Lt. Edward H. Underhill 21 Jul 37-15 Jul 38  
Capt. John J. O' Hara 15 Jul 38-2 Jun 39  
1st Lt. Von R. Shores, Jr. 2 Jun 39-ao Jan 40  
Capt. Roger J. Browne ao Apr 40-Jan 41  
Unknown Jan 41-7 Dec 41

## **HONORS**

### **Service Streamers**

American Theater

### **Campaign Streamers**

Lorraine

St Mihiel

Meuse-Argonne

### **Armed Forces Expeditionary Streamers**

### **Decorations**

None

### **EMBLEM**

A leaping tiger in the proper colors. (Approved, 15 Feb 1924)

### **EMBLEM SIGNIFICANCE**

### **MOTTO**

### **NICKNAME**

### **OPERATIONS**

Combat as observation unit with First Army, 11 Sep-10 Nov 1918; served with I Army Corps as part of occupation forces, May-Jul 1919. Good-will flight to Guatemala, 7-12 Feb 1938. Air defense for the Panama Canal, 1922-1946.

24th Aero Squadron . . . On August 22nd . . . the squadron moved to Gondreville, Dept. Muerthe et Moselle, becoming part of the 1st Army Observation Group, commanded by Major John N. Reynolds. At this place Salmson 2A2 airplanes and other supplies were secured necessary for field service and pilots and observers were assigned. On September 1st, 1st Lieut. Maury Hill took command of the Squadron and 12 days afterward on the morning of September 12th, which was incidentally the first day of the St. Mihiel drive, 1st Lieut. Maury Hill as pilot and 1st Lieut. John W. Cousins, operations Officer as observer made the first service flight over the enemy lines.

During the ten days following the first service flight, the days during which the First Army was completing the St. Mihiel operation, straightening its lines and repelling hostile counter attacks, the squadron made a total of 13 Service flights, some of them in formations of the 91st Aero Squadron, but most of them 24th formations. On September 15th, in the course of one of these flights, 2nd Lt. Roe E. Wells, pilot and 2nd Lt. Albert W. Swinebread, Observer, had the distinction of bringing down in combat the first enemy plane with which the squadron is officially credited. It was during these days, too, that the squadron experienced its first losses, 1st Lt. John J. Goodfellow, pilot, and 1st Lt. Elliot M. Durand, Jr., observer, being reported missing after combat with enemy chasse on Sept. 14th, and 1st Lt. William L. Bradfield, pilot and 1st Lt. Arthur L. Clark, observer, missed on Sept. 17th and some weeks later discovered to be prisoners in Germany. As a whole, however, this period was invaluable to the squadron, giving both pilots and observers experience in meeting actual conditions over the lines and as well laying foundations for the necessary team work between pilots and their observers and between the pilots in the various flights. It was at this time that permanent flight organizations were effected, the Squadron being divided into three flights, A, B, C, with 1st Lt. Raymond P. Dillon, 2nd Lt. Roe E. Wells, and 1st Lt. Walter J. Smith, respectively, in command as flight leaders.

#### 24th Fighter Squadron

This unit was originally formed 1 May 1917 as Company F, Provisional Aviation School Squadron at Kelly Field, Texas. It then became the 19th Provisional Aviation School Squadron on 14 June 1917 and the 24th Aero Squadron (Observation) 23 July 1917. The unit actually deployed to England after the U.S. entry into WW1 on 9 January 1918, and from there moved on to France after a training period in the UK, on 18 July 1918, positioned first at St. Maxient and later at Ourches (Meuse).

During its WW1 campaign, the 24th Aero was attached to the Fourth (American) Corps Observation Group (from August 1918) flying Salmson 2A2's, but was later transferred to the

First Army Observation Group. Its first combat mission came on 12 September 1918, and 13 more missions were flown during the preceding 10 days. The unit's first confirmed combat victory came on 15 September 1918 when 2LT Roe E. Wells (Pilot) and 2LT Albert W. Swinebroad (Observer) shot down a German aircraft. The unit also lost three aircraft during the same period, and of the crews from these aircraft, two men became POW's.

The unit went on to fly 155 missions from Gondreville and Vincourt from 22 September 1918 and claimed 11 confirmed aerial victories. Of these missions, 22 were termed "special combat missions" in which they were sent out by Army Headquarters to obtain information most urgently needed to support ground operations, all of which were conducted at "extremely low altitude." For these special duties, teams were detached from the Squadron and sent to Army Headquarters at Souilly between 9 and 18 October. On one such mission, 1LT Raymond P. Dillon (Pilot) and 2LT John B. Lee III engaged nine enemy aircraft and claimed three of them.

The unit was reconstituted as the 24th Squadron (Pursuit) at Mitchell Field, New York, and assigned to the Sixth Composite Group, France Field, Canal Zone on 22 April 1922, becoming the 24th Pursuit Squadron in 1923. The unit remained at France until October 1932 when it was transferred to the newly completed Albrook Field, where it became an element of the 16th Pursuit Group.

Additional between-the-wars details of the Squadron can be found in earlier chapters, and our account picks up again on 1 January 1939, at which time the fortunes of the veteran unit were at a rather low ebb. With but six flying officers and 93 other ranks, the Squadron was mounted on the Boeing P-26A.

As war in Europe became a reality, the Squadron was one of the first to be brought up to strength when, on 7 September 1939, 25 new Second Lieutenants arrived from Barksdale, Selfridge and Langley Fields. Between the date of their arrival and 7 December 1941, 13 of these young officers were reassigned to other Pursuit squadrons in the Canal Zone, and this marked the beginning of a policy whereby most of the Squadrons of the 16th and 32nd Pursuit Groups grew, almost literally, out of the 24th Pursuit Squadron. The unit's first fatal accident of this new era occurred 20 September 1939 when 2LT Thomas C. Smith, the Squadron Intelligence Officer and Corporal Jackson were killed in a crash, although the circumstances of the loss could not be found.

In October 1939, the Squadron rejoiced when it received word that it was to re-equip with the new Curtiss P-36A's, although this euphoria was dampened on 17 November 1939 when LT Potter was killed in the crash of one of these near Balboa while on a return flight from Rio Hato. By the end of 1939, the Squadron was "up to strength," with 12 P-36A's (the Squadron color was yellow at the time), one Captain (the Squadron Commander), 11 Second Lieutenants and 142 enlisted ranks. The inexperience of the unit's pilots was highlighted on 7 December 1939, when P-36A s/n 38-42 was lost shortly after takeoff due to nearly completely empty fuel tanks! Effective 6 December 1939, the unit was officially redesignated as the 24th Pursuit Squadron (Interceptor).

The year 1940 passed in an endless series of training maneuvers, and personnel comings-and-goings, but it was a relatively accident free period, considering the heightened flying activity, until 10 December, when 2LT Charles R. Plosser was killed in the crash of his P-36A while engaged as one of a four ship element engaged in gunnery practice southeast of Chepo, Panama, the wreckage and the pilot's body being found on the beach near there some time later. As of 31 December 1940, the unit had lost eight of its P-36A's left, and officer strength had dwindled to one Captain, one First Lieutenant and six Second Lieutenants, but enlisted strength had grown to 158.

The new and fateful year 1941 started grimly when, on 12 February 1941, 2LT Broemel was killed in the vicinity of Chorrera during Squadron maneuvers when his P-36A dived straight into the ground from 3,000 feet, the cause of this accident remaining undetermined. Good news followed when in June, the Squadron received nine new Curtiss P-40C's (one of which was 41-13507) and, with these, a number of long-range navigational flights were undertaken, one going so far as Trinidad.

On 21 October 1941 a tragic loss occurred which took the heart out of the Squadron for some time to come. Right Leader LT Miller, while leading a four-ship element, became separated from his novice followers due to poor visibility, and 2LTs Loren M. Harrington (also given as Garrington, flying 41-13504), Haldeman and Lewy flew into the side of a small mountain near Quarry Heights, Canal Zone (virtually within sight of Albrook Field), still in perfect formation. All were killed. place of this loss as near Chame, Panama, which is some distance to the west of the Canal, but the Individual Aircraft History Card lists the loss at Capira Panama! This strangely confused story is the "official" set of versions. Another version, given first-hand by L. W. Chick, tells a different story.

According to "Bill" Chick, who was one of the young 2LT's assigned to the Headquarters Squadron, 16th Pursuit Group at the time, "John Miller, Commander of the 24th at the time, was leading a five plane "V" formation in a night-flying exercise, including these three officers, himself, and a LT Para, who was on Miller's right and next to him. There was a fairly low overcast, which made things pretty damn dark. Forty miles southwest of Albrook and Quarry Heights (which are next to each other) exists a saddleback mountain about 3,400 feet high. Johnny Miller and Para flew right through the saddle, raking off the other three pilots on the peaks on either side. They saw the flashes as the three planes hit. They landed back at Albrook pretty well shook up. About a week later, Para was still so shaken that he spun in off Johnny's wing, killing himself."

Panama's dense and (during the rainy season) ever-present massive cloud formations struck the Squadron another blow on 7 November 1941 (the Individual Aircraft History Card gave the date as the 6th), when 2LT William R. Stringer flew into a cloud while leading a flight and was never seen again. The wreckage of his P-40C (41-13480) was finally located on the slopes of Cerra Cobra about 10 miles Southwest of Albrook sometime later. the coming of war, the Squadron initially remained on standing alert at Albrook, but dispatched Flight "C" to Salinas, Ecuador, to provide aerodrome defense for that strategic point on 2 February 1942. Another P-40C (41-13507) had been lost, although the pilot was OK, at Albrook on 22 December 1941. The remainder of the Squadron moved to La Joya #2 Aerodrome on 12 March 1942, where they

remained during the dark days of 1942 until a welcome return to the comforts of Albrook on 30 September, having been redesignated as the 24th Fighter Squadron on 15 May. For the first four months that the unit was at La Joya #2, they had operated off the very primitive dirt runway there. This field was 25 miles north east of Albrook, just off the main Pan American Highway to Chepo. It was well situated as, just off the runway was heavy jungle growth, which offered excellent revetments and camouflage. The unit had also transitioned from its P-40C's to Bell P-39D's starting 2 May 1942, when it acquired 10 of these aircraft from the 53rd Fighter Group. The field at La Joya became flooded (due to the rainy season) in September 1942, forcing the return of the unit, somewhat ahead of schedule, to Albrook, where conditions were very crowded. By then, the P-39D's had been exchanged for 14 P-39K's.

On 15 October 1942, CPT Abbott led eight of the P-39K's on a mission near Rio Hato to graphically illustrate the effectiveness of the cannon-armed fighter as a ground-attack aircraft. The "Airacobra's" attacked a column of derelict trucks positioned there and, when the dust settled, all but five of the 115 vehicles had been completely destroyed. This demonstration made "believers" out of many of the invited guests.

It is not generally known that, between November 1942 and 11 January 1943, the Squadron also had a solitary Douglas P-70 night fighter, which it maintained and operated on behalf of the XXVI Fighter Command at Albrook. This was the rather weak Sixth Air Force response to a concern over the lack of night fighter defenses for the Canal.

The respite at Albrook was short-lived as it had now become the policy of Sixth Air Force to rotate its Fighter Squadrons in and out of remote bases for practical as well as for morale purposes. On 17 January 1943, (with a total of 17 aircraft on hand) the Squadron took up residence again at La Joya #2, following the arrival of the dry season, where it stayed until 28 May, when it returned once again, briefly, to Albrook. Just prior to the return to concrete runways, on 24 May, 12 unit P-39K's, led by CPT Herron, flew in support of three Navy PT Boats in a simulated dive-bombing and strafing attack on two Navy Destroyer's some 10 miles south east of Taborquilla Island. The gleeful pilots, who claimed "sinkings" of the two DE's, reported that the smoke screen laid down by the destroyers actually aided their attack.

The next move was to Howard Field (after being yet again flooded out at La Joya), on 9 June 1943, although Flight "E" was detached to serve on Rey Island in the Bay of Panama (a little known detachment) on 15 June. Also, the Squadron, for reasons unknown, received four P-39D's which had previously been stationed in Puerto Rico at this point, which arrived "in miserable shape." The Squadron flew its last P-39 missions on 25 June 1943 and these were replaced on 27 June 1943 by (first) two refurbished Curtiss P-40C's and (on 29 June) two new P-40N's. From that point through until August, the Squadron transitioned into new P-40N's, 22 of which were on hand by the end of that month.

The Squadron had not suffered a loss since the coming of war but, on 28 July 1943, this record was shattered when 2LTs George E. Theiler and Robert F. Pitcher were killed in a mid-air collision directly over Howard Field.

The detachment at Rey Island ("E" Flight) was joined by "F" Flight, and these were amalgamated into one very large "E" Flight, still on Rey Island.

On 27 August 1943, flying their P-40N's, "A" and "B" Flights flew a most interesting mass cross-country to Costa Rica. The next day, they sneaked down the Atlantic side of the Isthmus of Panama - completely undetected - and made a successful surprise "attack" on Gatun Locks. "B" Flight made three dive-bombing attacks from 10,000 feet while "A" Flight made four strafing passes. Defending interceptors, finally alerted to the proceedings, didn't show up until the attack was completely over.

It was a very rude and sobering exercise to the Canal's defenders who, by this time, had become rather too sure of their ability to "cover" the approaches. Needless to say, many lessons were learned and corrective actions taken. Effective 1 November 1943, the unit was officially subordinated to the XXVI Fighter Command and, by 31 December, had totally re-equipped with P-40N's, 19 of the 20 aircraft on hand being combat-ready (23 had originally been assigned), unit strength being rounded out with one ancient North American BC-1 (which still managed 24:40 flying time that month) and a Piper L-4A.

The Squadron was moved again from the pleasures of Howard Field to Madden Field (near Madden Dam) on 8 March 1944 and, shortly following, again re-equipped, this time with Bell P-39Q-5's and P-39Q-20's (including 42-20407 Squadron #13 and 44-3091), at least 25 of which were on hand by May, and examples of the Piper L-4 and North American AT-6 were also assigned. The BC-1 had been transferred out in February 1944 but had been replaced by a "hack" Northrop RA-17 as well as a Curtiss RP-40C and a North American AT-6D. By March a single Vultee BT-13 A had also been added, to augment the instrument training program then on-going.

In July 1944, the Squadron was once again tasked to make mock attacks on Canal installations and, later in the same month, conducted very intensive interceptor exercises against various Bomber Command elements. By the end of that month, 23 P-39Q's were on hand, of which 21 were combat ready.

On 15 August 1944, the Squadron moved again, this time to New France Field and, by October, the unit had reached perhaps its highest state of combat readiness, with 23 of 24 P-39Q's airworthy, the highest percentage in XXVIFC at the time.

By January 1945, the unit had been formally redesignated as the 24th Fighter Squadron (Twin Engine) and this signaled the advent of the sleek Lockheed P-38 "Lightning" into Squadron service. The unit had received a Cessna UC-78 (42-58504, as early as October 1944) to aid in the transition of unit pilots to twin engine equipment, and this seems to have had an effect on their ability to handle the conventional P-39Q's, as three suffered taxi or landing accidents in January alone (42-20437, 44-3093 and 42-19691), and another in February (44-3091), two of these suffered by the same pilot. The first P-38J known assigned was 44-23072, which also suffered a landing accident on 25 February 1945.



New France Field, this time to Chame, Panama, and by March 1945 had a rather curious mixed strength consisting of 16 P-39Q's, 11 P-38J's, and single examples of the Cessna UC-78, North American AT-6F (44-82129) and Vultee BT-13A (42-42753).

By June 1945, Squadron strength was still mixed, although the "Lightnings" now predominated, with 20 P-38's on hand and but five P-39Q's, although one of the P-38's was lost that month to an accident, the earlier P-38J's having been augmented by P-38L's (including 43-50301 and 50318). A Beech UC-45F (44-87029, which was on strength as early as 11 October 1944) was also assigned to the Squadron to serve as a conversion trainer to twin-engine equipment, augmenting the rather shabby UC-78. With the end of the war, the Squadron quickly wound-down its activities at France Field, and the UC-45F, AT-6F and BT-13A were transferred to the 43rd Fighter Squadron.

Pursuit aviators stationed at France were cheered just before Christmas 1925 by the arrival of the first of six Curtiss PW-9's (25-318 to 323), these being the first Canal Zone based aircraft to receive "unit" numbers (25-322 gained number "1", 25-323 was "2" and 25-318 was "3"). These were joined in July 1926 by five improved PW-9A's (26-357 to 26-361) of a total of 25 built, with duplicated flying and landing wires to increase the safety factor. Finally, the 24th Pursuit Squadron received eight PW-9C's commencing in August 1927, these featuring, amongst other small changes, larger diameter wheels for rough-field use, a feature particularly appreciated in Panama. The classic PW-9's rendered excellent service, and although seven of the total of 19 aircraft were lost to accidents, another nine being surveyed due to "fair wear and tear" four were returned to the U.S. in August and September 1930 to San Antonio Air Depot. By 1 January 1927, the 24th Pursuit counted a most interesting array of equipment on strength, including five examples each of the PW-9 and PW-9A, four venerable MB-3A's and a single deHavilland D.H.4M-1, while a D.H.4B was added by 1 April.

The 24th Pursuit Squadron, relinquished its well-liked PW-9's for 17 P-12B's (s/n 30-35 to 30-44, 30-46 to 30-48, and 30-50 to 30-53) commencing in late 1929. This variant of the sturdy pursuit, notable in the classic series for the absence of an engine "speed ring", went on to serve in the Canal Zone until November 1935, when the last example (30-48) was surveyed. These aircraft stood up well, compared to earlier types, to the tough Panama environment -only five of these being lost to accident - two of which were a mid-air collision over Limon Bay on 26 September 1932, both pilots jumping successfully, much to the excitement of the children of nearby Colon in the Republic! Some of the P-12B's may also have been used by the 78th Pursuit Squadron, as an Air Corps report stating that equipment for that unit was due to arrive in the Canal Zone 1 January 1933 may have meant that older aircraft were to be handed over to the "new" unit.

The first unit to formally occupy Albrook Field was the 44th Observation Squadron, under the Command of Major E. A. Lohman, who officially arrived on 1 May 1932. The unit was equipped with eight Thomas-Morse O-19C's at the time (the only example positively identified as having served with the unit, to date, was 31-294). The unit endured the indignity of executing the surface move to Albrook via U.S. Navy mine layer and barges, although several small parties

made the torturous trek by truck over the Isthmian Highway. Albrook was still only a sod surface runway and was virtually impossible to use during the lengthy wet season, flight activities being carried out, instead, from the little-known high-ground sod runways at nearby Fort Clayton, until hard-surface runways could be built later. The sturdy O-19's with which the unit was equipped were new at the time to the Canal Zone, a total of 71 of these having been acquired by the USAAC from 1931, of which 23 (31-279 to 283, 31-285, 31-287 to 31-294, 31-297 and 298, 31-302, 31-335, 31-340 and 31-342 to 346) reached Canal Zone units by July 1933. Although well-suited to the tropic environment (compared to earlier observation types) the O-19's saw some very heavy use and, during 1935 alone, no fewer than nine were surveyed accident. Besides the 44th Observation Squadron, examples also served with the 7th Observation Squadron and the 24th Pursuit Squadron. The one-and-only O-19D (31-279) was also assigned to the Canal Zone, and was fitted out as a VIP transport, this aircraft surviving (as a ZO-19D) as late as July 1938. The last Canal Zone based O-19 (31-281) was not "officially" dropped until July 1940.

The 78th Pursuit Squadron had been activated to absorb some of the older Boeing P-12Bs and, later some of the new Boeing P-12Es at France Field on 1 April 1931, although it was transferred to Albrook on 15 October 1932, as soon as barracks and hangar space could be made habitable. This pursuit unit shared interceptor responsibilities for the Canal Zone with the 24th Pursuit Squadron until 1 February 1940, when it was transferred on paper to the Hawaiian Islands.

The expansion of the pursuit strength had been preceded, in July 1933, by the arrival of two Sikorsky C-6A amphibians (30-398 and 30-401), one each going to France and Albrook Fields (the latter assigned to the 24th Pursuit Squadron). These both suffered at the hands of pilots inexperienced in amphibian type aircraft and both were surveyed as the result of accidents in November and December 1933, respectively, after less than six months service in the command.

Constituted in the Regular Army on 30 August 1921 as the 24th Squadron (Pursuit) and assigned to the Panama Canal Department. Organized on 1 October 1921 at Mitchel Field, NY. Ground elements departed 30 April 1922 from the port of New York on the U.S.A.T. Somme en route to the Canal Zone. Air elements concurrently departed Mitchel Field and arrived several days later at France Field, CZ. Assigned on 27 May 1922 to the 6th Composite Group. Redesignated as the 24th Pursuit Squadron on 25 January 1923. Consolidated on 8 April 1924 with the 24th Aero Squadron (a WWI unit organized on 1 May 1917 as Company F, Provisional Aviation School Squadron; redesignated as the 24th Aero Squadron on 23 July 1917; demobilized on 1 October 1919 at Park Field, TN; reconstituted on 8 April 1924). Relieved from assignment to the 6th Composite Group on 8 May 1928 but remained attached for command and control purposes. Assigned on 16 November 1930 to the 20th Pursuit Group. Relieved from assignment to the 20th Pursuit Group on 15 June 1932 and assigned to the 3rd Attack Wing. Transferred on 26 October 1932 to Albrook Field, CZ. Relieved from assignment to the 3rd Attack Wing 1 December 1932 and assigned to the 16th Pursuit Group. Squadron remained attached to the 6th Composite Group for administrative purposes. Participated in the "Goodwill Flights" to Guatemala 7-12 February 1938. Redesignated as the 24th Pursuit Squadron (Interceptor) on 6 December 1939. Location 7

December 1941—Albrook Field, CZ. Inactivated on 15 October 1946 as the 24th Fighter Squadron at France Field, CZ.

24th Aero Squadron: 1st Lt. Maury Hill

24th Aero Squadron

Type: Service (Observation)

Service Period: January 24 to July 18, 1918

Locations: Croydon, London Colney, Narborough, Sedgeford, Wye, Wyton

Assembled at Narborough on May 1 and moved to France on July 18 for duty as the 24<sup>th</sup> Observation Squadron.

The Twenty-fourth Aero Squadron is represented by an American eagle pouncing upon the German dachshund which is running away with its tail between its legs. The Twenty-fourth Aero Squadron was an Army observation squadron. It was assigned to the first Army Observation Group on August 14, 1918, and reached the Front at Condreville on August 22d to take part in the operations at St. Mihiel and the Argonne-Meuse first and second offensives. Before the Armistice it had carried out more than 80 reconnaissances, fought 54 combats and received official confirmation for 12 victories. The squadron suffered 7 casualties, consisting of 1 killed, 1 wounded, 3 prisoners and 2 missing. On April 10, 1919, it was assigned for further duty to the Army of Occupation.

430109	P-39K	42-4330	24FS	16FG		LAC	Petersen, Theodore S	Albrook Fld
430129	P-39K	42-4265	24FS			LAC	Lindquist, David M W	La Joya #2
430220	L-4A	42-36796	24FS	16FG		LAC	Elliott, Alton L	Albrook Fld
430220	P-39K	42-4246	24FS	16FG		LAC	Baker, Charles J Jr	La Joya #2
430303	P-39K	42-4321	24FS	16FG		LAC	Elliott, Alton L	La Joya #2
430312	P-39K	42-4379	24FS	16FG		LAC	Beatty, John B	La Joya #2
430328	P-39K	42-4323	24FS	16FG	Albrook Field, CZ	LACMF	Evane, Robert B	LaJoya Field, Panama

430328	P-39K	42-4250	24FS	16FG	Albrook Field, CZ	TAC	Flagg, Robert W	Albrook Field, Panama
430303	P-39K	42-4321	24FS	16FG		LAC	Elliott, Alton L	La Joya #2
430312	P-39K	42-4379	24FS	16FG		LAC	Beatty, John B	La Joya #2
430328	P-39K	42-4323	24FS	16FG	Albrook Field, CZ	LACMF	Evane, Robert B	LaJoya Field, Panama
430328	P-39K	42-4250	24FS	16FG	Albrook Field, CZ	TAC	Flagg, Robert W	Albrook Field, Panama
430422	P-39K	42-4374	24FS	16FG		TAC	Corbett, Robert S	La Joya #2
430429	P-39K	42-4260	24FS	16FG		GMAC	Gourd, Edward J	La Joya #2
430515	P-39K	42-4265	24FS	16FG		LAC	Parker, Raymond L	Albrook Fld
430517	L-4A	42-36796	24FS	16FG		TAC	Camp, Clyde H	Albrook Fld
430527	P-39K	42-4318	24FS	16FG		LAC	Bohn, Frank L	Albrook Fld
430527	P-39K	42-4434	24FS	16FG		LAC	Booth, Robert C	La Joya #2
430530	P-39K	42-4252	24FS	16FG		LACMF	Corbett, Robert S	Albrook Fld
430603	P-39K	42-4255	24FS	16FG		LAC	Parker, Raymond L	Albrook Fld
430613	P-39D	41-6870	24FS	16FG		TOA	Theiler, George E	Howard Fld
430622	P-39D	41-6869	24FS	16FG		LAC	Pitcher, Robert F	Howard Fld
430701	P-39K	42-4258	24FS	16FG		TOA	Ade, Kenneth M	Howard Fld
430710	P-39K	42-4256	24FS	16FG		TOA	Martin, William F	Howard Fld
430715	P-40C	41-13378	24FS	16FG		LAC	Buchman, Deforest L	Howard Fld

430726	P-39K	42-4250	24FS	16FG		LAC	Klear, Milo R	Howard Fld
430728	P-39K	42-4379	24FS	16FG		KTOA	Theiler, George E	Howard Fld
430728	P-40N	42-104993	24FS	16FG		KTOA	Pitcher, Robert F	Howard Fld
430731	P-40N	42-105210	24FS	16FG		FL	Cooksey, Melvin D	La Joya #1
430817	P-40N	42-105299	24FS	16FG		LAC	Kaspervik, William T	Howard Fld
430818	P-40N	42-105211	24FS	16FG		BOEF	Scheumack, Powell A	Taboga Is/ 15mi E
430909	P-40N	42-105193	24FS	16FG		LAC	Greene, Robert J	La Joya #2
430923	P-40N	42-105302	24FS	16FG		LAC	Harris, John J	Howard Fld
430926	P-40N	42-104968	24FS	16FG		TAC	Doughty, Herbert H	Rey Is
431003	P-40N	42-104948	24FS	16FG		LAC	Sparrow, Philip S	Rey Is
431006	P-40N	42-105208	24FS	16FG		LAC	Klear, Milo R	Howard Fld
431006	P-40N	42-105315	24FS	16FG		LAC	Sperry, Harold C	Howard Fld
431019	P-40N	42-105196	24FS	16FG		LAC	Yake, Michael J	Howard Fld
431021	P-40N	42-105315	24FS	16FG		LAC	Conant, Chester C	Rey Is
431119	P-40N	42-105196	24FS	16FG		LAC	Yake, Michael J	Howard Fld
431125	P-40N	42-105210	24FS			LAC	Harris, John J	Rey Is
431215	P-40N	42-104963	24FS			LAC	Rawls, Jacob L	Howard Fld
431227	P-40N	42-105297	24FS			LAC	Rawls, Jacob L	Howard Fld

440104	BC-1	38-357	24FS			LAC	Becher, Donald F	Rey Is
440121	P-40N	42-105298	24FS			TAC	Lane, James E	Howard Fld
440121	P-40N	42-104958	24FS			TAC	Lavin, Harry E	Howard Fld
440125	P-40N	42-105316	24FS			KMAC	Hines, Edward M	Chame Rock/ 1mi S
440125	P-40N	42-105313	24FS			KMAC	Edington, Arnold H	Chame Rock/ 1mi S
440220	P-40N	42-104973	24FS			LAS	Crawley, Robert I	Rey Is/ 1mi E
440226	L-4A	42-36796	24FS			TAC	Taylor, Mark A	Howard Fld
440311	P-39Q	42-21423	24FS			BMAC	Schoen, Reinhard F	Chepo R/5mi E- 1mi inland
440314	P-39Q	42-19691	24FS			TAC	Evans, Robert A	Madden Fld
440314	P-39Q	42-19683	24FS			TAC	[parked aircraft]	Madden Fld
440331	P-39Q	42-19665	24FS			SF	Egan, Robert M	Chepillo IS/2mi NW
440403	AT-6D	41-34484	24FS			LAC	Pope, Mike H	Howard Fld
440502	P-40N	43-23365	24FS	4FG		LAC	Tze, Cheng Y	Jaipur AF
440507	P-39Q	42-19641	24FS			TOA	Paganuzzi, Albert P	Madden Fld
440519	P-39Q	42-19689	24FS			BOEF	Sandefur, Jack G	La Joya #1
440519	L-4A	42-38414	24FS			TOA	Pouliot, Albert S	La Joya #1/6mi W
440531	P-39Q	42-20443	24FS			LAC	Geddy, Robert H	Madden Fld
440710	AT-6D	41-34484	24FS			GAC	[ground check]	Madden Fld

440906	P-39Q	42-20395	24FS			CREF	Bohn, Frank I	Portabelo/ 5mi NW
441005	P-39Q	42-20872	24FS			MAC	Eldridge, Lila M	Cristobal Break Water
441005	P-39Q	42-19653	24FS			MAC	Sandefur, Jack G	Cristobal Break Water
441008	AT-6D	41-34484	24FS			TOA	Armistead, Nathaniel L Jr	San Jose
441120	P-39Q	42-20872	24FS			MAC	Stones, Charles H	Rio Hato Gunnery Range
441125	P-39Q	42-20443	24FS			LAC	Rassi, Louis D	New Fld
450113	P-39Q	42-20437	24FS			TAC	Rassi, Louis D	Old Field
450113	P-39Q	42-19691	24FS			TAC	Polard, William T	Old Field
450119	P-39Q	44-3093	24FS		New Fld	LAC	Ransbottom, Richard O	New Field (APO 831)
450224	AT-6C	41-32176	24FS		Foster Field, TX	MAC	Cowan, Richard S	8M NE Victoria, AL
450214	P-39Q	44-3091	24FS			LAC	Bassi, Louis D	Cristobal/1 1/2mi E
450225	P-38J	44-23072	24FS			LAC	Montgomery, Nelson W	Cristobal/ 1 1/2mi E
450317	P-38J	44-23081	24FS			LAC	Lohoefener, Ray A	Chame
450330	P-38J	44-23082	24FS			BOEF	Nielson, Clair L	Manzanilla Point
450410	P-38J	44-23107	24FS			KCR	Murphy, Robert C	Portabelo/ 5mi NW
450507	P-38J	44-23094	24FS			TOAEF	Eldridge, Lila M	Pito
450531	P-39Q	44-3869	24FS				Boyer, Lee A	Manzanilla Pnt/ 15mi E
450614	P-38J	44-23065	24FS		France Fld/CZ	LAC	Russell, Isadore L	New France Fld

450625	P-38J	44-23094	24FS			TAC	Burton, Billy J	Colon/ 3mi NW
450713	C-45F	44-87029	24FS		France Fld/CZ	GLTO	Coats, James B	Chame AAF
450807	P-38L	43-50301	24FS			KCR	Hammons, Leonard N	France Fld/3mi NE
450817	P-38L	43-50318	24FS			BOMF	Christopher, Albert M	Chame/ 6mi SE
451016	P-38L	43-50270	24FS			KCR	Elliott, Norman (NMI)	Cristobal/ 1mi SE
420604	P-39D	41-6954	24FS	16FG	La Joya Field #2, PAN	LAC	Yancey, John M.	La Joya Field #2, PAN
421231	P-39K	42-4376	24FS	16FG	Albrook Field, CZ	LAC	Martindale, Norman L	Albrook Field, CZ
420718	P-39D	41-7022	24FS	16FG	Albrook Field, CZ	FLEF	Gourd, Edward J	La Joya #2, PAN
420808	P-39D	41-6900	24FS	16FG	Albrook Field, CZ	LAC	Deardorff, Frederick D	La Joya #2, PAN
420808	P-39D	41-6989	24FS	16FG	Albrook Field, CZ	LAC	Goodman, Walter J	La Joya #2, PAN
420809	P-39D	41-7042	24FS	16FG	Albrook Field, CZ	LACNU	Mallery, Bruce W	La Joya #2, PAN
420825	P-39K	42-4250	24FS	16FG	Albrook Field, CZ	LAC	Crowell, George T	Albrook Field, CZ
420929	P-36A	38-142	24FS	16FG	Salinas AB, ECU	BOMF	Petersen T S	Vicinity of Salinas AB, ECU
421020	P-40C	41-13497	24FS	16FG	Salinas AB, ECU	LAC	Peterson, Theodore S.	Salinas AB, ECU
421105	P-39K	42-4439	24FS	16FG	Albrook Field, CZ	KSSPCR	Porter, Russell A	In water of Gatun Lake, CZ
421105	P-39K	42-4379	24FS	16FG	Albrook Field, CZ	TAC	Taylor, William B	New France Field, CZ
421110	P-36A	38-105	24FS	16FG	Salinas, Ecuador	TOAEF	Petersen, T S	Salinas, Ecuador
421126	P-39K	42-4321	24FS	16FG	Albrook Field, CZ	LACMF	Goodman, Walter J	Albrook Field, CZ



421205	P-40C	41-13481	24FS	16FG	Salinas Airport, Ecuador	TAC	Merritt, George L Jr	Salinas Airport, Ecuador
421230	P-39K	42-4315	24FS	16FG	Albrook Field, CZ	LAC	Gourd, Edward J	Albrook Field, CZ
420919	P-39K	42-4376	24FS	26FC	Albrook Field, CZ	TAC	Epperson, William S	La Joya #2, PAN

410127	P-36A	38-37	24PI	16PI	Albrook Field, CZ	LAC	Harrington, Loren M.	Albrook Field, CZ
410314	P-36A	38-142	24PI	16PI	Albrook Field, CZ	TOA	Sogaard, Folmer J	Albrook Field, CZ
410318	P-36A	38-37	24PI	16PI	Albrook Field, CZ	LACMF	Webb, Roy A., Jr	Albrook Field, CZ
401022	P-36A	38-56	24PS	16PG	Albrook Field, CZ	LACGL	Miller, John A. H.	Albrook Field, CZ
410815	P-40C	41-13473	24PS	16PG	Albrook Field, CZ	TAC	Jones, William A	Albrook Field, CZ
411021	P-40C	41-13504	24PS	16PG	Albrook Field, CZ	KCRGC	Harrington, Loren M	3 mi E of Capira, PAN
411106	P-40G	41-13480	24PS	16PG	Albrook Field, CZ	KCRGC	Stringer, William R	South Slope of Cerro Cabra Mt, PAN
411222	P-40C	41-1350	24PS	16PG	Albrook Field, CZ	LACMF	Chick, Lewis W, Jr	Albrook Field, CZ
420226	RP-40C	41-13448	24PS	16PG	Albrook Field, CZ	KBOSF	Terhune, William V A Jr	La Playa, PAN
420226	P-40C	41-13499	24PS	16PG	Albrook Field, CZ	BOMAC	Barrett, Christopher S	La Playa, PAN
420321	P-40C	41-13473	24PS	16PG	Albrook Field, CZ	TOAEF	Barrett, Christopher S	Albrook Field, CZ
420330	P-40C	41-13503	24PS	16PG	Albrook Field, CZ	LACGL	Barrett, Christopher S	Albrook Field, CZ
420418	P-40C	41-13476	24PS	16PG	Albrook Field, CZ	LAC	Baker, Charles J Jr	La Joya Field #2, PAN
420420	P-40	41-13506	24PS	16PG	Albrook Field, CZ	LACGL	Ferguson, John J	Albrook Field, CZ

420513	P-39D	41-7022	24PS	16PG	La Joya Field #2, PAN	TAC	Merritt, George L., Jr	La Joya Fld #2, PAN
420516	P-40C	41-13496	24PS	16PG	Salinas ECU	LACGL	Wine, Chester B	Salinas, ECU
310304	P-12B	30-41	24PS	6CG	Chame, PAN	LACGL	Hobbs, Louis E.	Rio Hato, PAN
230123	DH-4B	AS-64630	24PS		France Field, CZ	LACGL	Walsh, Raycroft	France Field, CZ
250109	DH-4B	23-498	24PS		France Field, CZ	LACW	Kennedy, Emile T.	Yanna Pidgro, CZ
270118	MB-3A	AS-68349	24PS		Albrook Field, CZ	FLEFNO	Gardner, John H.	Albrook Field, CZ
270420	PW-9	25-318	24PS		France Field, CZ	TACNU	Kennedy, Emile T.	France Field, CZ
270711	PW-9A	26-360	24PS		France Field, CZ	LACNO	Parker, James E.	Anton, PAN
290202	P-1	25-422	24PS		Selfridge Field, Mt Clemons, MI	LAC	Price, George C.	Nichols, NY
290215	P-1B	27-66	24PS		Selfridge Field, Mt Clemons, MI	MAC	Schoenlein, Robert L.	8 mi N of Selfridge Field, MI
290308	PW-9C	26-444	24PS		France Field, CZ	FLEF	Williams, Robert B.	France Field, CZ
290708	DH-4M	24-454	24PS		France Field, CZ	KCRGC	Sessions, Henry F.	Fort Clayton, CZ
290801	PW-9C	27-176	24PS		France Field, CZ	KCRGC	Bock, Paul T	France Field, CZ
290805	PW-9C	26-457	24PS		France Field, CZ	LACNO	Guidera, A. W.	France Field, CZ
291210	PW-9A	26-360	24PS		France Field, CZ	FLEF	Smith, Harold D.	Near, Mount Hope, CZ
300627	PW-9C	27-192	24PS		France Field, CZ	SSPCR	Robinson, Ward F.	¼ mi out of Fort Randolph, CZ
300723	P-12B	30-39	24PS		France Field, CZ	FLEFNO	Brown, Virginius L	1 mi SW of Fort Davis, CZ

301004	O-2H	28-178	24PS		France Field, CZ	CR	Bevans, James M	El Volcan, PAN
301009	P-12B	30-49	24PS		France Field, CZ	BOSSP	Timberlake, Patrick W.	France Field, CZ
310111	O-19C	31-286	24PS		France Field, CZ	LAC	O'Hara, John J., Jr	El Volcan, PAN
310201	P-12B	30-39	24PS		France Field, CZ	TOA	O'Hara, John J., Jr	Chorrera, PAN
310303	P-12B	30-42	24PS		France Field, CZ	LACGL	O'Hara, John J., Jr	Chorrera, PAN
311021	P-12E	30-53	24PS		France Field, CZ	MACT	Kincaid, Alvan C.	Over water 6 mi NW of France Field, CZ
320104	P-12B	30-37	24PS		France Field, CZ	BOSSP	Ausman, Neal E	2 mi E of France Field, CZ
320204	P-12B	30-41	24PS		France Field, CZ	LACGL	O'Hara, John J., Jr	Ft Clayton, CZ
320226	P-5	27-331	24PS		Selfridge Field, Mt Clemons, MI	LACSF	Feldmann, Carl R.	Selfridge Field, MI
320328	P-12B	30-50	24PS		France Field, CZ	SF	Benn, William G	France Field, CZ
320622	P-12B	30-40	24PS		France Field, CZ	FLEF	Brereton, Lewis H	Mandingo River, CZ
320728	P-12B	30-53	24PS		France Field, CZ	TOA	O'Hara, John J., Jr	La Mesa, PAN
320821	P-12B	30-41	24PS		France Field, CZ	LAC	Moody, George P.	Fort Clayton, CZ
320916	P-12B	30-35	24PS		France Field, CZ	BOMAC	Browne, Roger J	Over Limon Bay, CZ
320916	P-12B	30-39	24PS		France Field, CZ	BOMAC	Sinclair, Frank D.	Over Limon Bay, CZ
320919	P-12B	30-42	24PS		France Field, CZ	BOEF	Hamilton, Edward N	La Pintada, PAN
320924	P-12B	30-44	24PS		France Field, CZ	LACGL	Hamilton, Edward N	La Pintada, PAN

321008	Y1C-21	32-283	24PS		France Field, CZ	TACMF	Smith, Frederic H.	France Field, CZ
321213	P-12B	30-47	24PS		Albrook Field, CZ	FLOGNO	Deerwester, Charles H	La Playa, PAN
330226	P-12E	32-52	24PS		Albrook Field, CZ	LAC	Miller, Paul G.	Santiago, PAN
330226	P-12E	32-54	24PS		Albrook Field, CZ	LACGL	Weller, Richard C.	David, PAN
330314	P-12E	32-6	24PS		Albrook Field, CZ	KMAC	Hamilton, Edward N	Near Albrook Field, CZ
330419	P-12B	30-38	24PS		Albrook Field, CZ	LACNO	Weller, Richard C.	Albrook Field, CZ
330505	P-12E	32-10	24PS		Albrook Field, CZ	FLEF	Ausman, Neal E	Albrook Field, CZ
330519	P-12B	30-48	24PS		France Field, CZ	LACGL	Sinclair, Frank D.	Penohome, PAN
330519	P-12E	32-10	24PS		Albrook Field, CZ	LACGL	Weller, Richard C.	La Venta, PAN
330724	P-12B	30-50	24PS		Albrook Field, CZ	LACGL	Zane, Robert T.	France Field, CZ
330802	P-12B	30-44	24PS		Albrook Field, CZ	FLEF	O'Connor, Cornelius E.	In water of Canal, near Gambon, CZ
340201	P-12E	32-10	24PS		Albrook Field, CZ	LAC	McCord, William C.	David, PAN
340208	P-12E	32-24	24PS		Albrook Field, CZ	TAC	Bell, William J	David, PAN
340208	P-12E	32-10	24PS		Albrook Field, CZ	LACNU	Walsh, Robert L.	David, PAN
340716	P-12E	32-22	24PS		Albrook Field, CZ	MACT	Hutchinson, D. R.	Gunnery Range off Juan Diaz, PAN
360307	P-12E	32-52	24PS		Albrook Field, CZ	LACGL	Cousland, Cornelius W	Volcan, PAN
361223	P-12E	32-73	24PS		Albrook Field, CZ	TACNO	Garrison, Flint, Jr	Aguadolce, PAN

370124	PW-9	26-325	24PS		France Field, CZ	TACMF	Cumberpatch, James T.	France Field, CZ
370410	P-12F	32-83	24PS		Albrook Field, CZ	LACGL	Freudenthal, William C.	Volcan, PAN
370721	P-12E	32-13	24PS		Albrook Field, CZ	LACGL	Donight, Harry L	Rio Hato, PAN
371119	P-12F	32-82	24PS		Albrook Field, CZ	SSPCR	Schofield, Thomas J.	Chorrera, PAN
380411	P-12E	32-75	24PS		Albrook Field, CZ	LAC	Twaddell, James W.	Rio Hato Airdrome, PAN
380824	P-12E	32-54	24PS		Albrook Field, CZ	LAC	Twaddell, James W.	Albrook Field, CZ
390912	P-36A	38-52	24PS		Albrook Field, CZ	LACGL	Moore, Arhibald W.	Albrook Field, CZ
390917	P-36A	38-131	24PS		Albrook Field, CZ	KSSPCR	Parks, Carl M.	Panama Bay, 2 mi SE of Paitilla Point, CZ
390920	BC-1	38-360	24PS		Albrook Field, CZ	KSFCR	Smith, Thomas C.	10 mi Nw of San Carlos, PAN
391013	P-36A	38-51	24PS		Albrook Field, CZ	LAC	Cate, Albert M	Albrook Field, CZ
391101	P-36A	38-38	24PS		Albrook Field, CZ	BOSSP	Slayden, Van H.	Chame Bay, PAN
391101	P-36A	38-165	24PS		Albrook Field, CZ	KCRGC	Stephenson, Mell M.	In water of Chame Bay, PAN
391117	P-36A	38-150	24PS		Albrook Field, CZ	KMAC	Potter, Phillip O.	Balboa, CZ
391117	P-36A	38-37	24PS		Albrook Field, CZ	MAC	Barnett, James A.	Balboa, CZ
391207	P-36A	38-42	24PS		Albrook Field, CZ	TOAEF	Slayden, Van H.	Albrook Field, CZ
400129	P-36A	38-52	24PS		Albrook Field, CZ	LACMF	Slayden, Van H.	Jaque, PAN
401210	P-36A	38-41	24PS		Albrook Field, CZ	KCRGC	Plosser, Charles R, Jr	Mouth of Chepo River, PAN
410212	P-36A	38-56	24PS		Albrook Field, CZ	BOEF	Broeml, Wilbur P	CHORRERA, R. DE P.

240303	DH-4B	AS-23497	24Sq		France Field, CZ	LAC	Amberg, Irwin S	Landed short at France Field, CZ
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Air Force Order of Battle

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Sources